

Part VI

The Plan Maps

Using the Bay Plan Maps

The maps that follow are an integral part of the Bay Plan. They are based on—and show how to apply—the Bay Plan policies. The maps also identify the shoreline priority use areas and illustrate the Commission's tidal water jurisdiction. The Plan map notes and suggestions, which accompany each map, are advisory and are not Commission policies.

1. **Plan Map Policies.** The “Bay Plan Policies” listed opposite each corresponding Bay Plan map are enforceable policies and have the same authority as the policies in the text of the Bay Plan.
2. **Plan Map Notes and Suggestions.** Comments that are not part of the Bay Plan policies—e.g., suggestions for further study, clarification of policy, and alternative proposals—appear as “Plan Map Notes” and “Commission Suggestions” opposite the corresponding map. These comments are not enforceable policies of the Commission.
3. **Priority Use Areas.** All shoreline sites designated for priority uses (as identified in the Bay Plan policies) are indicated on the Plan maps. Development of these sites should be governed by the Bay Plan policies for each specific use. The specific boundaries of the priority use areas are set in Commission Resolution No. 16. The Commission's staff should be consulted concerning questions of precise priority use area boundaries. Development of shoreline areas not proposed for any specific use should be consistent with the Bay Plan policies for Other Uses of the Bay and Shoreline.
4. **Commission Jurisdiction.** The Plan maps are not intended to delineate the Commission's jurisdiction. The Commission's legal jurisdiction is described in the McAteer-Petris Act and the Commission's regulations, and has been affected by certain court decisions. The Commission's staff should be consulted concerning questions of precise jurisdiction. Areas of the Bay subject to tidal action (and thus subject to the jurisdiction of the Commission for control of filling and dredging) are illustrated on the maps in light blue as are certain tributaries in which filling and dredging are also controlled because of their ecological importance.

Special Area Plans

Special area plans, which apply Bay Plan policies in greater detail to specific shoreline areas, are identified on the Plan maps. The purpose of special area plans is to more precisely guide public agencies and private parties as to what fill, dredging, or change of use of a shoreline area would be consistent with the McAteer-Petris Act and the Bay Plan policies. The special area plans adopted by the Commission are:

1. **San Francisco Waterfront Special Area Plan** (adopted April 1975)—applies to the San Francisco shoreline from the east side of the Hyde Street Pier to the south side of India Basin.
2. **Benicia Waterfront Special Area Plan** (adopted April 1977)—applies to the Benicia shoreline from West Second Street to the Benicia-Martinez Bridge.
3. **South Richmond Shoreline Special Area Plan** (adopted May 1977)—applies to the Richmond shoreline from the west side of Shipyard Three to the southeastern City boundary.
4. **San Francisco Waterfront Total Design Plan** (adopted June 1980)—applies to the San Francisco waterfront from Pier 7 to Pier 24.
5. **Richardson Bay Special Area Plan** (adopted December 1984)—applies to Richardson Bay from a line drawn between Cavallo Point in Marin County near the Golden Gate Bridge and Point Tiburon in Tiburon.
6. **Suisun Marsh Protection Plan** (adopted December 1976)—applies to the Suisun Marsh in Solano County.

Plan Map 1

San Pablo Bay

PLAN MAP NOTES

Park Proposal for Area South of Hamilton Field - Large, undeveloped area between Hamilton Field and Gallinas Creek is possible site for major county park. Due to extensive offshore mudflats, would not be suitable for water-oriented recreation.

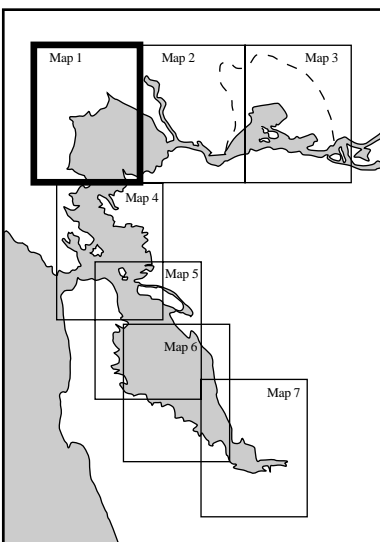
Possible Shoreline Channel - Dredging shallow-draft channel parallel to shore would greatly increase recreational opportunities for small boats and recreational ferries. This could be done so as to separate valuable marshes and mudflats from shoreline without damage to ecology. Dredged mud could be carefully placed to create new marsh, but dredging might be costly.

Skaggs Island Security Group Activity (U.S. Navy) - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

Salt Ponds and Other Managed Wetlands - Large area, high-value wildlife habitat.

San Pablo Bay National Wildlife Refuge - The marshes and mudflats of San Pablo Bay east of the mouth of the Petaluma River, including Lower Tubbs Island, are being acquired by the U.S. Department of the Interior for the federal San Pablo Bay National Wildlife Refuge. This program would be consistent with Bay Plan policies.

Point Pinole Regional Shoreline to Wildcat Creek - Public access to the Bay for recreation is needed in this area, although existing shoreline conditions make this difficult. All development in this area should include provision for substantial public access.



Plan Map 1

Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- ① **Rat Rock** - Preserve island; no development.
- ② **China Camp State Park** - Create continuous shoreline recreational area, including beaches, marinas, picnic areas, fishing piers, and riding and hiking trails.
- ③ Protect and provide public access to shellfish beds offshore.
- ④ **Hamilton Field** - Develop comprehensive wetlands habitat plan and long-term management program for restoring and enhancing wetlands habitat in diked former tidal wetlands. Dredged materials should be used whenever feasible and environmentally acceptable to facilitate wetlands restoration.
- ⑤ **Petaluma Marsh** - Marsh has high wildlife value; may be included in permanent wildlife area.
- ⑥ Neils Island not within BCDC permit jurisdiction.
- ⑦ **San Pablo Bay** - Marshes and mudflats are valuable wildlife habitat; may be encroached upon only for fishing piers, small-boat and barge channels, wildlife observation facilities, and piers necessary for industry. Design onshore development and public access to avoid adverse impacts on wildlife.
- ⑧ Develop riding and hiking trails along levees.
- ⑨ **Skaggs Island** - If and when not needed by Navy, redevelop as wildlife area and water-oriented recreational complex.
- ⑩ **Route 37** - Access to Bay side for viewing and fishing only.

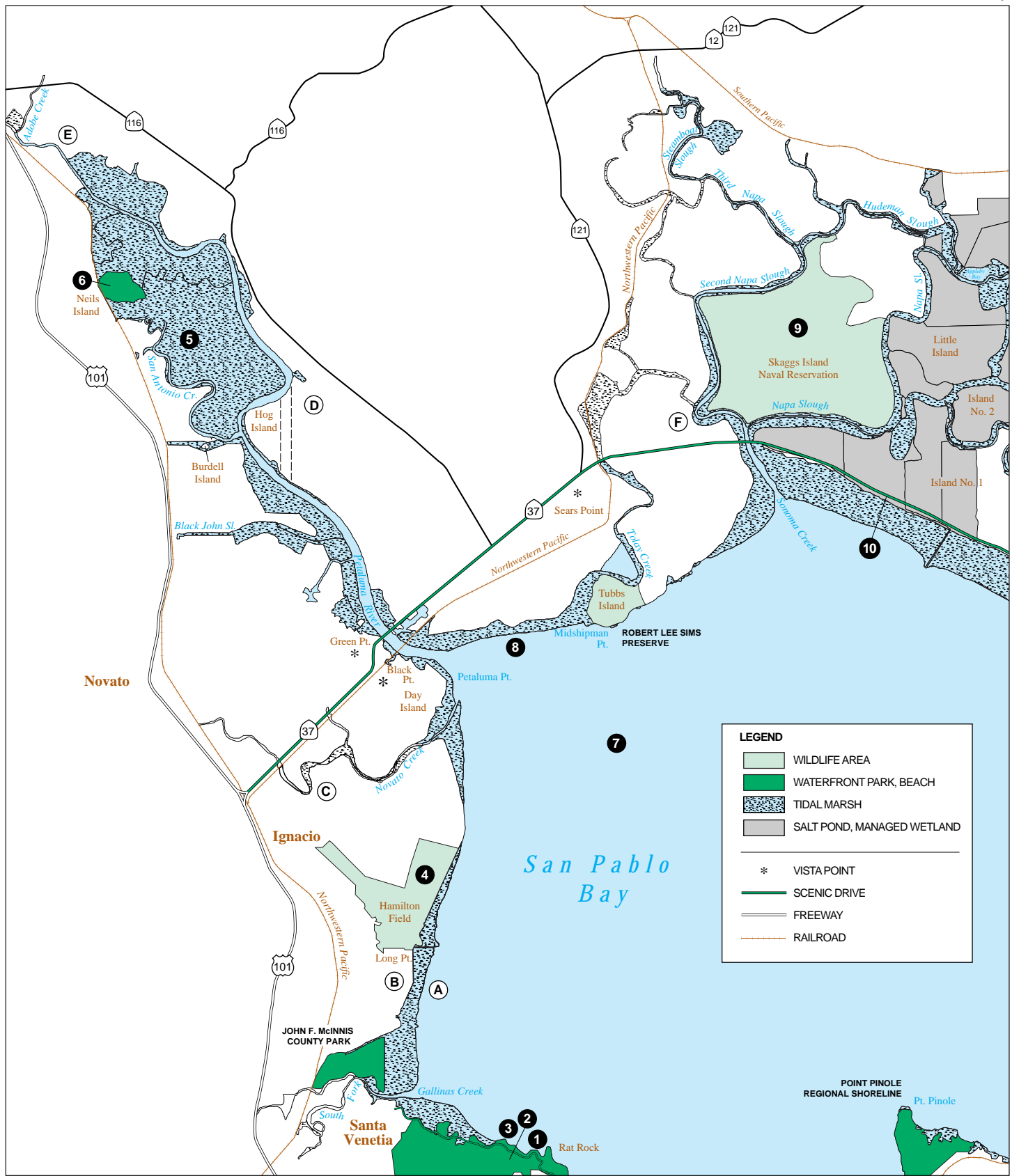
COMMISSION SUGGESTIONS

- Ⓐ Possible small-boat channel along shoreline from Petaluma River to Gallinas Creek.
- Ⓑ Possible major park.
- Ⓒ Possible lagoon and park.
- Ⓓ Possible new barge channel.
- Ⓔ Possible shallow-draft port.
- Ⓕ Possible park.



Plan Map 1

San Pablo Bay



LEGEND

- WILDLIFE AREA
- WATERFRONT PARK, BEACH
- TIDAL MARSH
- SALT POND, MANAGED WETLAND

* VISTA POINT

— SCENIC DRIVE

— FREEWAY

— RAILROAD

PLAN MAP NOTES

Salt Ponds and Other Managed Wetlands - Large area, high-value wildlife habitat.

San Pablo Bay National Wildlife Refuge - The marshes and mudflats of San Pablo Bay west of Vallejo and south of State Highway Route 37 are being acquired by the U.S. Department of the Interior for the federal San Pablo Bay National Wildlife Refuge. This program would be consistent with Bay Plan policies.

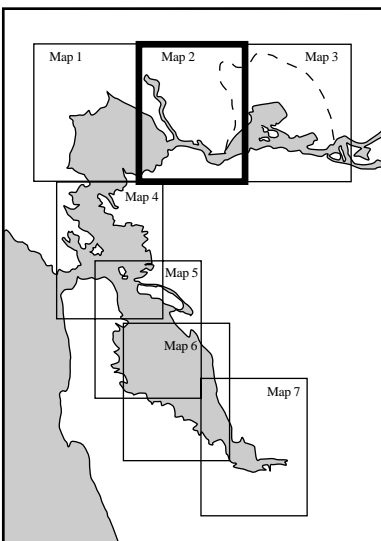
Benicia State Recreation Area - Proposed park expansion should encompass principal overlooks and ridges on north side of strait, to preserve rugged and scenic character of hills, presently undeveloped.

West Benicia Waterfront - Detailed planning is needed to determine most desirable waterfront design west of West Second Street, emphasizing "urban" recreation uses with a minimum of Bay filling (and housing on existing private land).

Benicia Waterfront Special Area Plan - Special Area Plan was adopted by the Commission (April, 1977) and the City of Benicia to provide detailed planning and regulatory guidelines for the Benicia shoreline between West Second Street and the Benicia-Martinez Bridge. Refer to maps, policies, and recommendations of the Special Area Plan for specific information for this area.

Martinez Waterfront - Largely undeveloped at present, City has prepared specific plan for waterfront design and recreation uses.

Scenic Area South Side of Carquinez Strait - The scenic area includes principal overlook ridges and scenic road between Crockett and Martinez. To preserve presently undeveloped rugged and scenic hills, zoning should provide for extremely sparse development with control over tree removal and location of all structures; scenic easements should be acquired by East Bay Regional Park District, county, or other public body as necessary to guarantee permanent protection. Some park development may be appropriate in valleys leading to Bay.



Plan Map 2

Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- 1 **San Pablo Bay** - Marshes and mudflats are valuable wildlife habitat; may be encroached upon only for fishing piers, small-boat and barge channels, wildlife observation facilities, and piers necessary for industry. Design onshore development and public access to avoid adverse impacts on wildlife.
- 2 **Route 37** - Access to Bay side for viewing and fishing only.
- 3 **Mare Island Naval Shipyard** - The Mare Island dredged material disposal ponds, which are located in historic baylands, should be retained in water-related industry priority use for dredged material disposal and used as a regional disposal and rehandling area for dredged material. The three northernmost ponds could be used to provide wetland habitat for the salt marsh harvest mouse in order to mitigate any potential adverse impacts resulting from the future use of the other seven ponds for dredged material disposal and rehandling. Restoration of the three northernmost ponds, if necessary for mitigation, should be managed by the U.S. Fish and Wildlife Service as part of the San Pablo Bay National Wildlife Refuge and the Service's program for environmental education. The Commission should request the LTMS Management Committee to evaluate the regional need for disposal capacity and the impact of using the three northernmost ponds for mitigation, and to report its findings to the Commission within one year.
- 4 **Vallejo Water-Related Industrial Area** - Some fill may be needed.
- 5 **Carquinez Strait Shoreline** - Continuous public access should be provided along the bluff top and shoreline of Carquinez Strait and views of the water from shoreline vista points should be preserved.
- 6 **Benicia State Recreation Area** - No commercial uses except for convenience needs of park visitors. Develop riding and hiking trail along shoreline between Vallejo and Benicia.
- 7 **Benicia Waterfront Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between West Second Street and the Benicia-Martinez Bridge.
- 8 **Benicia Industrial Park** - Reserve area east of old Route 21 for waterfront industry. Preserve and provide access to vista points and historic buildings.
- 9 **Port of Benicia** - See Seaport Plan.
- 10 Pipelines and piers may be built over marshes.
- 11 **Selby** - See Seaport Plan. Some fill may be needed for port use.
- 12 **Rodeo** - Develop beach northwest of railroad. Provide safe, easy pedestrian access. Some fill may be needed.
- 13 **Pinole-Hercules Shoreline Park** (proposed) - Raise level of dry land, but preserve adjacent marshes. Provide safe pedestrian access across railroad tracks. Landscape existing sewage treatment plant.
- 14 **Wilson Point** - Proposed beach and park. Preserve rugged character of point. Provide safe, easy pedestrian access. Some fill may be needed. Protect and provide public access to shellfish beds offshore.

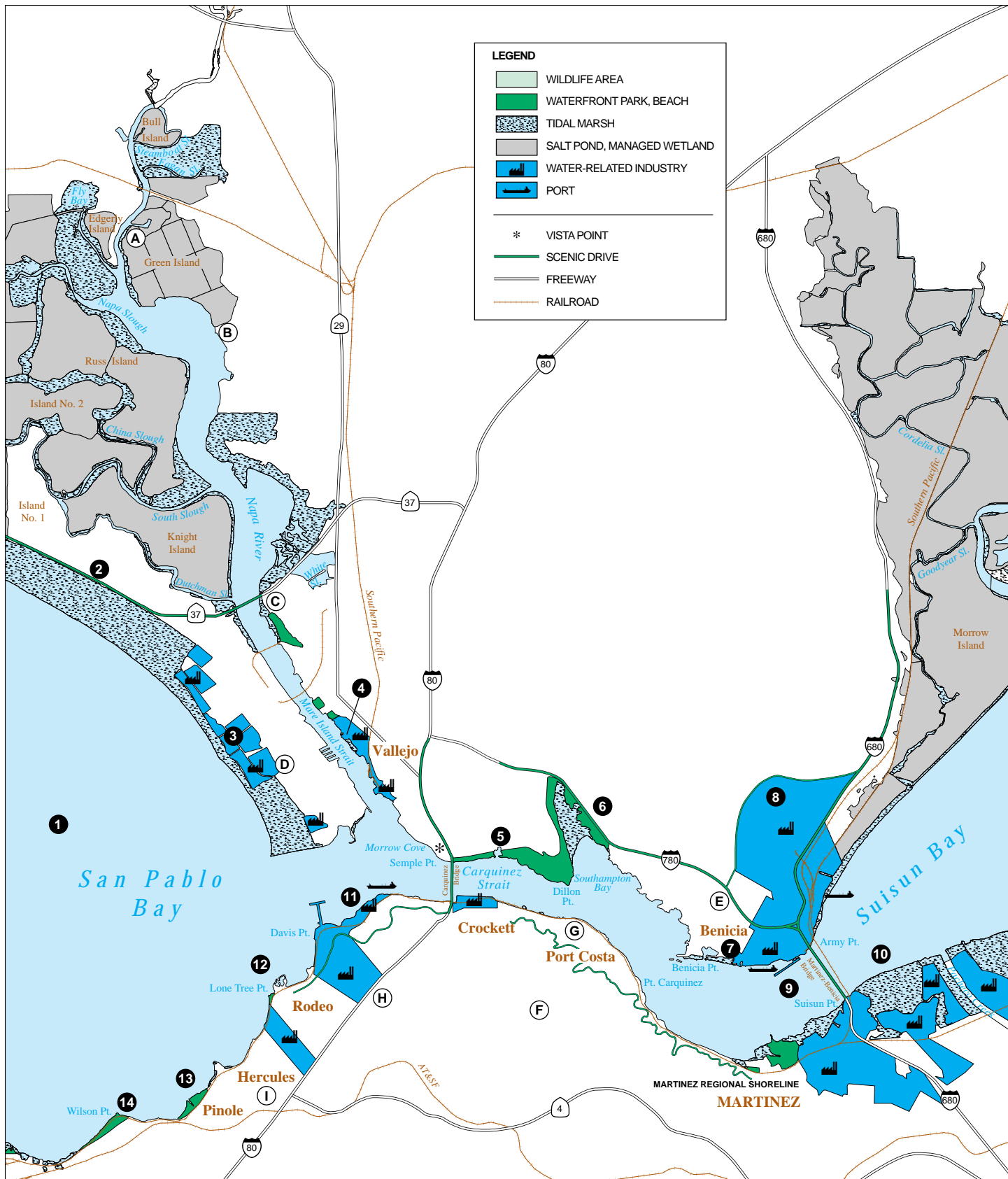
COMMISSION SUGGESTIONS

- A Possible shallow-draft port.
- B Napa Bay - Encourage recreational development of areas adjacent to shoreline. Provide continuous public access to shoreline.
- C Provide continuous public access to shoreline from Napa Bay to existing park. Protect views of strait from hills.
- D Potential park on hills overlooking the Bay.
- E Benicia - Prepare precise plan and development program for waterfront west of West Second Street. Structures near waterfront should be kept low and well-spaced to protect views from hills inland. Provide maximum possible public access, including paths, beaches and small parks.
- F Limit urban development; encourage cluster development to maximize Bay views and conserve natural landscape features.
- G Carquinez Strait, Bridge and Shoreline - Enhance scenic qualities, preserve views and increase public access.
- H Possible linked industry.
- I Hercules - Design future development west of ridge to maximize and protect Bay views.



Plan Map 2

Carquinez Strait



PLAN MAP NOTES

Suisun Marsh - Thousands of acres of controlled marshes are maintained by duck-hunting clubs as wildfowl habitat. Areas are diked, but dikes are opened for periodic flooding. Suisun Resource Conservation District protects and enhances marshland areas.

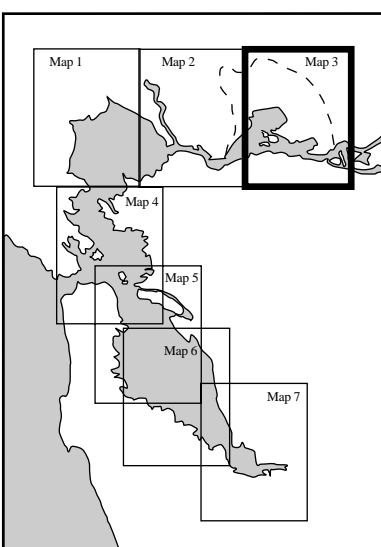
Suisun Marsh Protection Plan - The Protection Plan is a more specific application of the policies of the Bay Plan because of the unique characteristics of the Suisun Marsh. The policies of both the Bay Plan and the Protection Plan apply within the Marsh in the absence of a certified Suisun Marsh Local Protection Program component. In event of policy conflict between the Bay Plan and Protection Plan, the policies of the Protection Plan control. Refer to maps and policies of the Protection Plan and the Suisun Marsh Preservation Act of 1977 for more specific information.

Suisun Marsh Local Protection Program - Pursuant to the Suisun Marsh Preservation Act of 1977, the Commission has certified the Local Protection Program components of Solano County, Solano County Local Agency Formation Commission, the cities of Fairfield and Suisun City, Suisun Resource Conservation District, and Solano County Mosquito Abatement District. Marsh development permits for development in the Suisun Marsh must be consistent with the Local Protection Program component of the local agency with jurisdiction over the project. See the Preservation Act and the components of the Local Protection Program for more information.

Collinsville Area - The Collinsville-Montezuma Slough area is adjacent to the deep water shipping channel, has rail service, and consists of flat land. It is one of the largest available sites anywhere in the Bay Area for water-related industry. The shoreline fronting on the main shipping channel is limited, however, and this relatively small frontage should be carefully planned and shared for maximum industrial development.

Recreational Potential - Extensive, valuable recreational potential in river and island areas (e.g. Sherman Island—"Sherman Lake" area popular for boating, fishing). Recreational use should be encouraged.

Concord Naval Weapons Station - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.



Plan Map 3

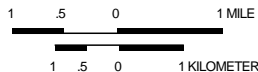
Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- 1 **Montezuma and Suisun Sloughs** - May be dredged for small boat and shallow-draft industrial uses.
- 2 **Suisun, Grizzly and Honker Bays** - High value wildlife habitat, great recreational potential. Preserve marshes and mudflats; some fill and dredging may be needed to improve boating, viewing, hunting and fishing. Parts of bays and islands may be added to permanent wildlife areas.
- 3 **Collinsville** - Industries should share limited deep water frontage. Wetland restoration or enhancement of diked wetland areas may occur provided that the restoration or enhancement project: (1) is carried out in a manner that will not preclude use of the deep water frontage and upland portion of the site for water-related industry and port use; (2) will not result in any adverse environmental impacts on the Suisun Marsh; (3) provides for the protection of adjacent property from flooding that could be caused by the project; and (4) includes a long-range management program that assures the proper stewardship of the wetland. Wetland restoration and enhancement projects should be designed so as not to restrict development and operation of marine terminals on the deep water shoreline nor impede the movement of waterborne cargo, materials and products from the shoreline terminal to the upland portion of the site.
- 4 **Concord Naval Weapons Station** - If and when not needed by Navy, give first consideration to port or water-related industrial use. Port and industrial use should be restricted so that they do not adversely affect marshes. See Seaport Plan.

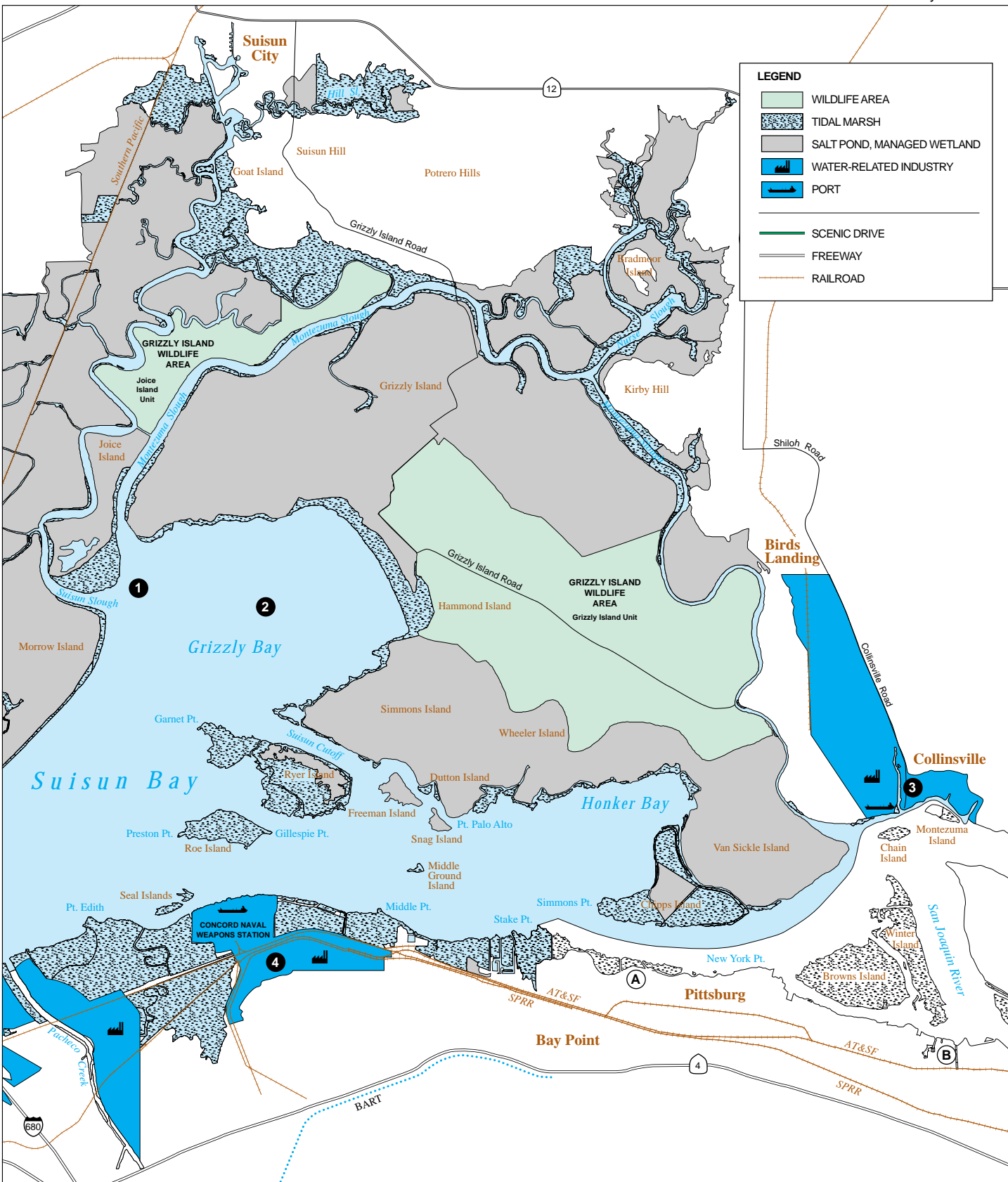
COMMISSION SUGGESTIONS

- A Water-Related Industry
- B Water-Related Industry



Plan Map 3

Suisun Bay and Marsh



Plan Map 4

Central Bay North

PLAN MAP NOTES

Point Pinole Regional Shoreline to Wildcat Creek - Public access to the Bay for recreation is needed in this area, although existing shoreline conditions make this difficult. All development in this area should include provision for substantial public access.

Naval Supply Center, Point Molate - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

George Miller Jr. Regional Park - Use and landscaping of the private lands adjacent to the park should be coordinated by owners and city for compatibility with park.

South Richmond Shoreline Special Area Plan - The South Richmond Shoreline Special Area Plan was adopted by the Commission (May 1977) and the City of Richmond to provide detailed planning and regulatory guidelines for the Richmond shoreline from the west side of Shipyard Three to the southeastern border of the City, including Brooks and Bird Islands and all areas that are subject to tidal action. Refer to the maps, policies, and recommendations of the Special Area Plan for specific information for this area.

Oakland North Harbor Area - The Oakland North Harbor has not been included on the Seaport Plan maps as a port priority use area because need for it has not been substantiated and it has been found to be less desirable for port development than other sites based on environmental, land use, and access considerations. In addition, other uses having public benefits, such as conservation and recreation, have been proposed for this site. Additional studies will be necessary to determine the future use of this area.

Oakland Army Base - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

San Francisco Waterfront Special Area Plan and Total Design Plan - The San Francisco Waterfront Special Area Plan was adopted by the Commission (April 3, 1975) to provide detailed planning and regulatory guidelines for the waterfront of San Francisco from east side of Hyde Street Pier to south side of India Basin. Refer to the maps, policies, and recommendations of the Special Area Plan for specific information for this area and to the San Francisco Waterfront Total Design Plan (June 5, 1980) for additional detailed information for the area between Pier 7 and Pier 24.

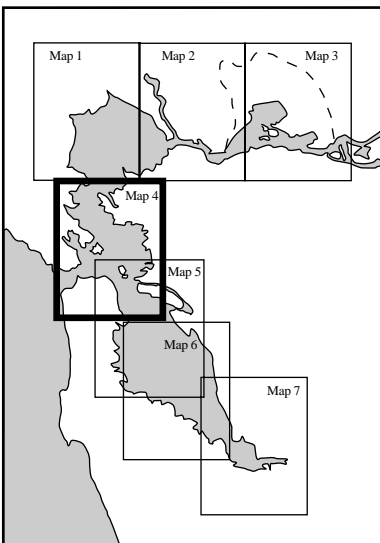
San Francisco Waterfront - Suggested scenic transit system (special bus, elephant train, cog railway, etc.) could be major waterfront attraction, could eventually operate entire distance from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin).

San Francisco-Marin Crossing - The Central Bay is the most widely enjoyed part of the entire Bay and this attractive setting should be protected. Transportation agencies have reached general agreement that traffic congestion problems can best be solved by establishing a fast, modern, complete bus system. Therefore, Plan makes no provision for second deck on Golden Gate Bridge, or for any additional vehicular crossing. Increased auto capacity on Golden Gate Bridge, or a new vehicular crossing, could require new or enlarged toll plazas, service areas, access ramps, and freeways on both the San Francisco and Marin sides, with possible disruption of scenic areas on both sides of the Bay.

Jurisdiction Note - Along the shoreline in San Francisco and Marin Counties, Commission's jurisdiction extends 100 feet inland and does not include any area within the jurisdiction of the California Coastal Commission west of the line between Point Bonita and Point Lobos.

Forts Baker, Barry, and Cronkhite - Surplus Army land now being transferred to the Golden Gate National Recreation Area.

Appearance and Design - Housing density in hills of Sausalito, Tiburon, and Belvedere should respect the topography; cluster development appropriate in some areas.



Plan Map 4

Central Bay North

PLAN MAP NOTES (CONT.)

Sausalito Recreational Ferry - Ferry terminal could be connected to central area by "elephant train" along waterfront or Bridgeway. Or terminal could be placed in central area if parking can be provided.

Sausalito - Commuter Ferry Terminal - To minimize traffic and parking problem, should be served by mass transit or else designed to serve Sausalito and Mill Valley only with other terminals serving rest of Marin.

Tiburon - Possible Commuter Ferry Terminal - To minimize traffic and parking problem, should be served by mass transit, or else designed to serve southern Marin only with another terminal built to serve northern Marin.

Tiburon Boulevard Widening - Minimize fill by using existing roadbed as part of new right-of-way. Preserve hilltop vista point.

Shoreline Parks - Shoreline parks could be built in several areas between existing or proposed shoreline roads and the shore from Tiburon Peninsula to Point San Pedro. Further study needed.

Point San Quentin - Possible Commuter Ferry Terminal - No fill for parking beyond existing dikes.

BAY PLAN POLICIES

- 1 **Wilson Point Beach and Park** (proposed) - Preserve rugged character of point. Provide safe, easy pedestrian access. Some fill may be needed. Protect and provide public access to shellfish areas.
- 2 **Richmond Sanitary Landfill** - Proposed Park. Give priority consideration to beach development. Some fill may be needed for beach outside existing dikes.
- 3 **Point San Pablo** - As not needed for marine terminals, redevelop for recreational uses.
- 4 **The Brothers** - Preserve islands and lighthouse. Access by boat only.
- 5 **Point Molate to Point Richmond** - Develop riding and hiking trails. Some fill may be needed.
- 6 **Naval Supply Center** - If and when not needed by Navy, acquire and develop for park. Existing underground fuel storage tanks may be used by industry.
- 7 **Point Molate Beach** - Extended beach from Point Molate to Castro Point. Some fill may be needed.
- 8 **Castro Rocks** - Protect harbor seal hauling ground. No public access.
- 9 **Red Rock** - Preserve island. No development.
- 10 **George Miller Jr. Regional Shoreline** - Protect and provide public access to shellfish beds offshore.
- 11 **Port of Richmond** - See Seaport Plan. Some fill may be needed.
- 12 **South Richmond Shoreline Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between Shipyard Three and the southeastern border of the City of Richmond.
- 13 **Brooks Island Regional Preserve** - Preserve island character. Access by boat only.
- 14 Protect and provide public access to shellfish areas offshore.
- 15 **Albany-Berkeley-Emeryville** - Develop public and commercial recreation areas. Some fill may be needed to create usable shoreline areas, protected water areas and park space.
- 16 No freeway in Bay west of present shoreline unless all reasonable alternatives are found infeasible and need for Bay route is clearly shown.
- 17 **Oakland Army Base** - Some fill may be needed for Army Base. If and when not needed by military, should be developed for port and related industrial uses. See Seaport Plan.
- 18 **Oakland Port Area** - See Seaport Plan. Redevelop Outer, Middle, and Inner Harbors for modern marine terminals. Some fill may be needed. No fill that would impair ship navigation should be allowed in any area needed for such navigation.
- 19 **Treasure Island** - If and when not needed by Navy, redevelop for public use. Provide continuous public access to Bay.
- 20 **Yerba Buena Island** - If and when not needed by Navy or Coast Guard, redevelop released areas for recreational use.
- 21 **San Francisco Waterfront Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between the east side of the Hyde Street Pier and the south side of India Basin.
- 22 **Alcatraz Island** - Use under study. Retain in public ownership. Access by boat only. Special design opportunity.
- 23 **Fisherman's Wharf** - Improve and expand commercial fishing support facilities. Enhance public access to and economic value of Fisherman's Wharf area by encouraging development of a public fish market.
- 24 **Fort Mason** - As not needed by Army, develop waterfront and northeast section as park.
- 25 **Presidio** - If and when not needed by Army, retain at least shoreline and undeveloped areas as regional park.
- 26 **Golden Gate Bridge** - Encourage improved public transportation. No second deck or new crossing for automobiles.
- 27 **Golden Gate National Recreation Area** - As not needed by Army, acquire and extend park. Preserve and protect rugged character, especially on Golden Gate and Pacific Coast sides. Limit access to water (at coves) to foot trails, possible funiculars. No commercial uses except for convenience needs of park visitors.
- 28 **Richardson Bay Special Area Plan** - See Special Area Plan for detailed planning policies for the water area and shoreline north of a line drawn between Cavallo Point and Point Tiburon.
- 29 **Angel Island State Park** - Use only for camping, picnicking, water-oriented recreation. Access by boat only. No commercial uses except for convenience needs of park visitors.
- 30 **Tiburon Oceanographic Center** - (former Navy Net Depot) If and when not needed by Federal Government, acquire and develop for park.
- 31 Protect and provide public access to shellfish areas offshore.
- 32 **Corte Madera Shoreline Park** (proposed) - Develop 60 - 100 acre shoreline park as part of future development.

Plan Map 4

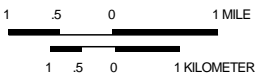
Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES (cont.)

- 33 **Point San Quentin to Point San Pedro** - In connection with shoreline parks and scenic drives, develop system of riding and hiking trails.
- 34 **Marin Islands** - Protect wildlife value.
- 35 **The Sisters** - Preserve islands; no development.
- 36 **Rat Rock** - Preserve island; no development.
- 37 **China Camp State Park** - Create continuous shoreline recreational area, including beaches, marinas, picnic areas, fishing piers, and riding and hiking trails.
- 38 Protect and provide public access to shellfish beds offshore.

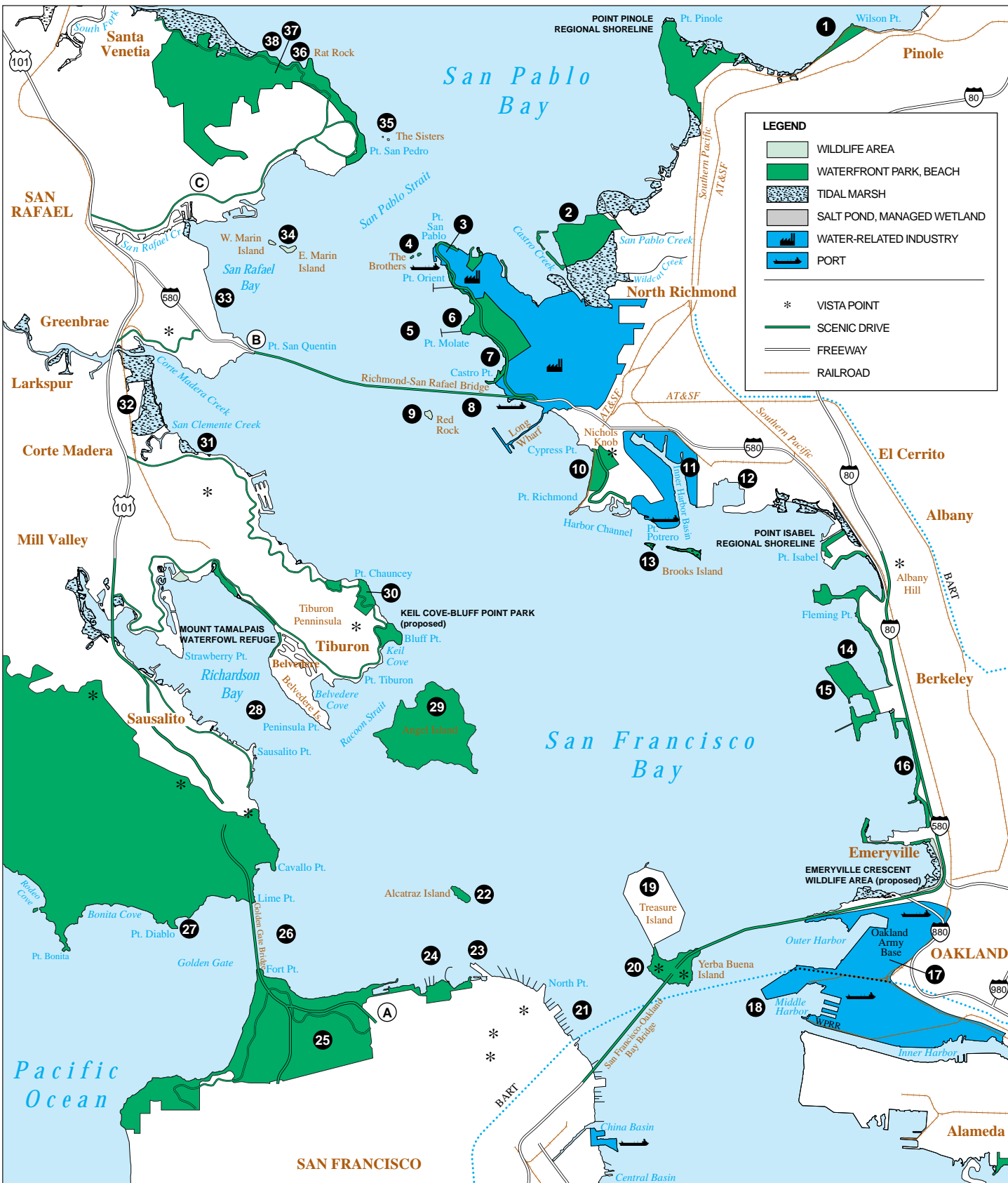
COMMISSION SUGGESTIONS

- A Possible scenic transit system along waterfront from Ocean Beach to China Basin.
- B Possible commuter ferry terminal.
- C San Pedro Mountain - Develop vista points along ridge.



Plan Map 4

Central Bay North



PLAN MAP NOTES

Oakland North Harbor Area - The Oakland North Harbor has not been included on the Seaport Plan maps as a port priority use area because need for it has not been substantiated and it has been found to be less desirable for port development than other sites based on environmental, land use, and access considerations. In addition, other uses having public benefits, such as conservation and recreation, have been proposed for this site. Additional studies will be necessary to determine the future use of this area.

Oakland Army Base - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

San Leandro Bay Regional Shoreline - Regional Shoreline to be developed by East Bay Regional Park District—emphasizing ecology and increased recreation use of the shoreline.

Bay Farm Island - The site is adjacent to Oakland Airport, and may be suitable for airport-oriented industry. Bay Farm Island development should not interfere with aircraft operations at Oakland Airport.

Possible Shoreline Channel - Dredging shallow-draft channel parallel to shore would greatly increase recreational opportunities for small boats and recreational ferries. This could be done so as to separate valuable marshes and mudflats from the shoreline, without damage to ecology. Dredged mud could be carefully placed to create new marsh, but dredging might be costly.

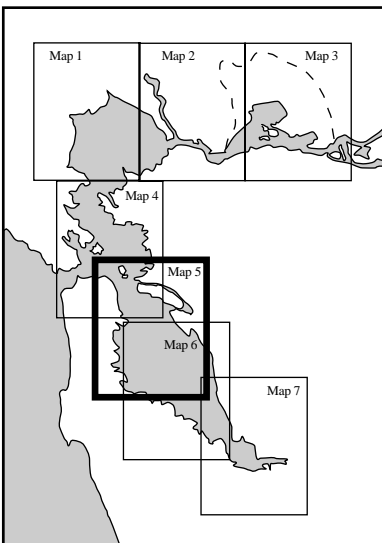
San Mateo (City) Waterfront - Presently undeveloped. Detailed planning needed to determine most desirable waterfront design emphasizing recreation with minimum of Bay filling.

Burlingame Waterfront - Developing waterfront requires detailed planning to determine the most desirable waterfront design emphasizing recreation and public access with a minimum of Bay filling.

Hunters Point Freeway at Candlestick Point - Connection to U.S. 101 south of Candlestick Point requires further study. If connection is close to Candlestick Cove, large overpass structure will be required, marring present spectacular views of Bay for motorists heading south on Bayshore Freeway to Bayview Hill. If connection is farther south, in Brisbane, long structure in Bay will be required. Other considerations include effects upon future development on shoreline of Candlestick Cove, and future U.S. 101 connections to proposed Geneva Avenue and Guadalupe Parkway extensions.

San Francisco Waterfront - Suggested scenic transit system (special bus, elephant train, cog railway, etc.) could be major waterfront attraction, could eventually operate entire distance from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin).

San Francisco Waterfront Special Area Plan and Total Design Plan - The San Francisco Waterfront Special Area Plan was adopted by the Commission (April 3, 1975) to provide detailed planning and regulatory guidelines for the waterfront of San Francisco from east side of Hyde Street Pier to south side of India Basin. Refer to the maps, policies, and recommendations of the Special Area Plan for specific information for this area and to the San Francisco Waterfront Total Design Plan (June 5, 1980) for additional detailed information for the area between Pier 7 and Pier 24.



Plan Map 5

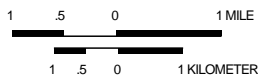
Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- 1 **Oakland Port Area** - See Seaport Plan. Redevelop Outer, Middle, and Inner Harbors for modern marine terminals. Some fill may be needed. No fill that would impair ship navigation should be allowed in any area needed for such navigation.
- 2 **Oakland Army Base** - Some fill may be needed for Army Base. If and when not needed by military, should be developed for port and related industrial uses. See Seaport Plan.
- 3 **Government Island** - If and when not needed by Coast Guard, develop for public and commercial recreation uses.
- 4 **Alameda Beaches** - Some fill may be needed for beach and marina protection.
- 5 Protect and provide public access to shellfish areas offshore.
- 6 **San Leandro Bay** - Valuable wildlife habitat; great recreation potential. Develop boating facilities and parks, but preserve wildlife habitat. Provide continuous public access to northeastern and southern shoreline. Some fill may be needed.
- 7 **Oakland Airport** - Further expansion into the Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas clear of tall structures and incompatible uses.
- 8 **San Leandro Shoreline Park System** - Protect and provide public access to shellfish beds offshore.
- 9 **San Francisco Airport** - Further expansion into Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas free from tall structures and incompatible uses.
- 10 Protect and provide public access to shellfish areas offshore.
- 11 **Oyster Point** - Expand marina and develop shoreline park. Some fill may be needed.
- 12 Provide easy pedestrian access across freeway.
- 13 No freeway in Bay east of U.S. 101 unless all reasonable alternatives are found infeasible and need for Bay route is clearly shown.
- 14 **U.S. 101 Causeway** - Develop scenic frontage road and turnouts for fishing and viewing. Protect shellfish beds offshore.
- 15 **Bay View Park** - Provide trail link to waterfront.
- 16 **Candlestick Point Shoreline Park** (proposed) - Some fill may be needed.
- 17 **South Basin** - Some fill may be needed in inlet west of proposed freeway.
- 18 **Hunters Point** - See Seaport Plan.
- 19 **Port of San Francisco** - See Seaport Plan. Some fill may be needed.
- 20 **San Francisco Waterfront Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between the east side of the Hyde Street Pier and the south side of India Basin.
- 21 **Yerba Buena Island** - If and when not needed by Navy or Coast Guard, redevelop released areas for recreational use.
- 22 **Treasure Island** - If and when not needed by Navy, redevelop for public use. Provide continuous public access to Bay.
- 23 **Alcatraz Island** - Use under study. Retain in public ownership. Access by boat only. Special design opportunity.
- 24 **Fisherman's Wharf** - Improve and expand commercial fishing support facilities. Enhance public access to and economic value of Fisherman's Wharf area by encouraging development of a public fish market.
- 25 **Fort Mason** - As not needed by Army, develop waterfront and northeast section as park.

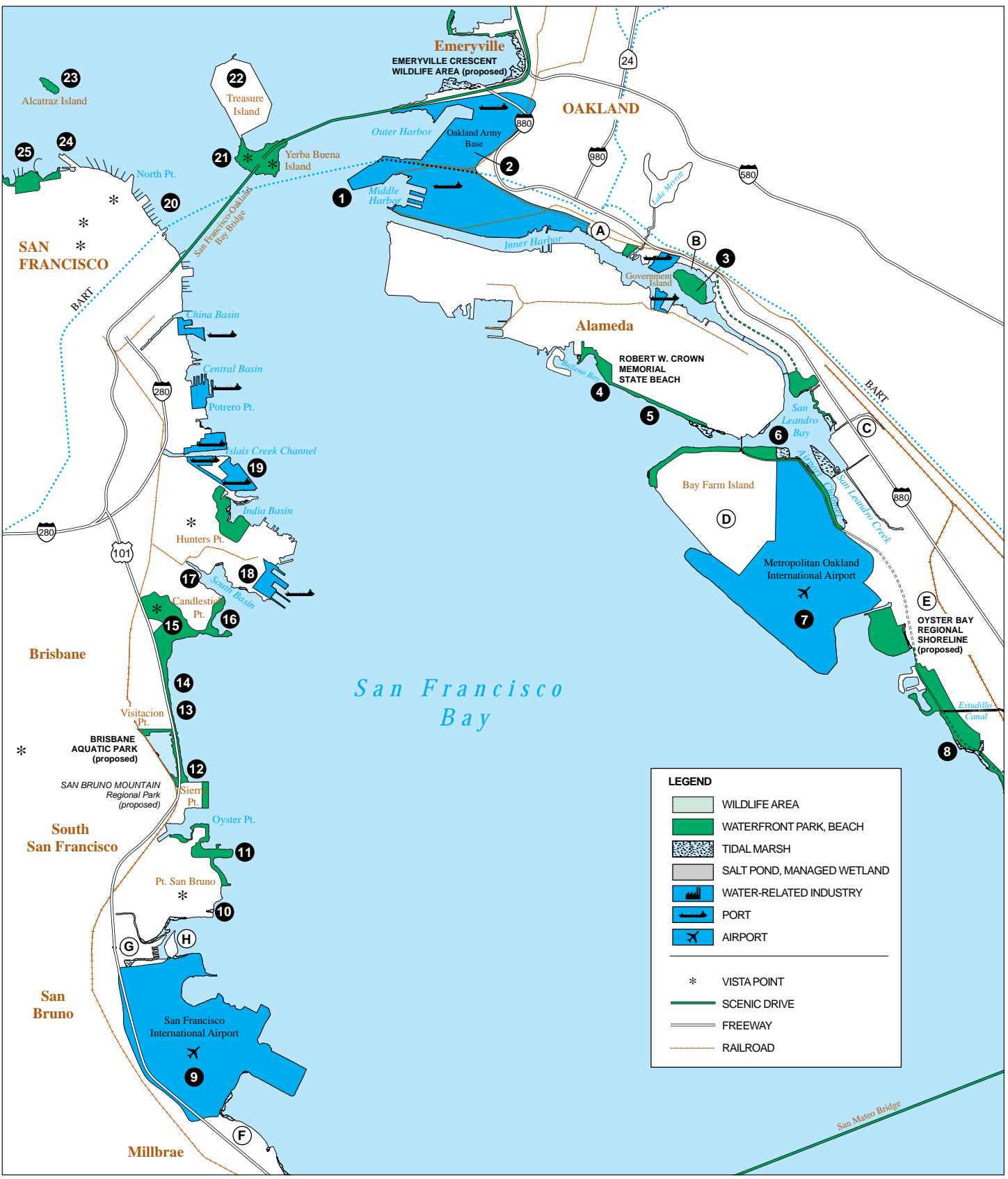
COMMISSION SUGGESTIONS

- A Jack London Square - Expand commercial recreation facilities as needed. Provide continuous public access along Estuary to Lake Merritt Channel.
- B Brooklyn Basin - Expand commercial fishing and recreational facilities.
- C Possible scenic path, Coliseum to Bay.
- D Bay Farm Island - Undeveloped areas may be suitable for airport-related industry.
- E Possible extension of scenic drive.
- F Develop scenic drive and riding and hiking trail along waterfront from airport to Foster City.
- G Possible airport industry.
- H Possible park and marina.



Plan Map 5

Central Bay



LEGEND

- WILDLIFE AREA
- WATERFRONT PARK, BEACH
- TIDAL MARSH
- SALT POND, MANAGED WETLAND
- WATER-RELATED INDUSTRY
- PORT
- AIRPORT
- * VISTA POINT
- SCENIC DRIVE
- FREEWAY
- RAILROAD

PLAN MAP NOTES

Hayward Area Waterfront - The Hayward Area Shoreline Plan, a detailed plan for the Hayward area shoreline between the San Leandro city limits on the north and Fremont and Union City city limits on the south, was prepared by the Hayward Area Shoreline Planning Agency. The Plan, adopted by the City of Hayward, Alameda County, East Bay Regional Park District, and the Hayward Area Recreation District, provides for marsh restoration and shoreline recreation use.

Greco Island - Largest remaining marsh in South Bay. Marsh and adjacent mudflats are important feeding areas for birds. Area used by California Clapper Rail, a rare species of bird, endangered by loss of habitat.

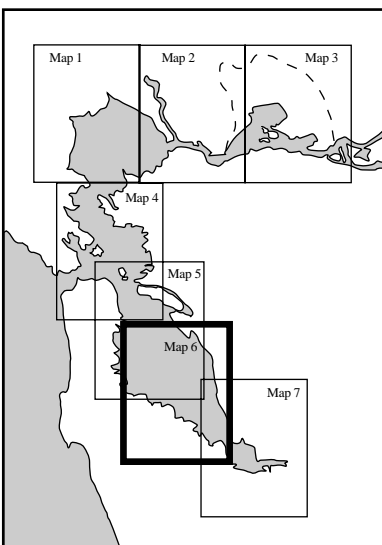
San Francisco Bay National Wildlife Refuge - Greco Island and a portion of Bair Island are to be acquired by the U.S. Department of the Interior as part of the San Francisco Bay National Wildlife Refuge. This proposal is consistent with Bay Plan policies provided that acquisition and operation of the refuge does not interfere with commercial shipping and recreational boating in Redwood Creek.

Deepwater Slough - The Port of Redwood City's Deepwater Slough property (Bair Island site) has not been included on the Seaport Plan maps as a priority use area because need for it has not been substantiated and it has been found to be less desirable for port development than other sites based on environmental, land use, and access considerations. In addition, other uses having public benefits, such as conservation and recreation, have been proposed for this site. Additional studies will be necessary to determine the future use of this area.

Possible Shoreline Channel - Dredging shallow-draft channel parallel to shore would greatly increase recreational opportunities for small boats and recreational ferries. This could be done so as to separate valuable marshes and mudflats from the shoreline, without damage to ecology. Dredged mud could be carefully placed to create new marsh, but dredging might be costly.

San Mateo (City) Waterfront - Presently undeveloped. Detailed planning needed to determine most desirable waterfront design emphasizing recreation with minimum of Bay filling.

Burlingame Waterfront - Developing waterfront requires detailed planning to determine the most desirable waterfront design emphasizing recreation and public access with a minimum of Bay filling.



Plan Map 6

Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- ① **Oakland Airport** - Further expansion into the Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas clear of tall structures and incompatible uses.
- ② **San Leandro Shoreline Park System** - Protect and provide public access to shellfish beds offshore.
- ③ If not needed for salt production, ponds west of Coyote Hills should be acquired as permanent wildlife area.
- ④ **Dumbarton Point Waterfront Park** (proposed) - Boundaries to be determined. Water-oriented uses only. Some fill may be needed.
- ⑤ **Dumbarton Bridge** - Design proposed high-level bridge to have slim profile and minimum supporting structure and to enable motorists to see Bay and shoreline. Approaches should provide for fishing and wildlife observation. Toll plaza site under study.
- ⑥ If not needed for salt production, pond between Cooley Landing and railroad bridge should be developed for recreational use. Expand Cooley Landing marina northward.
- ⑦ **Port** - See Seaport Plan. Expand marine terminals and water-related industries. Some fill may be needed.
- ⑧ **Greco Island** - Expand wildlife area to include entire island. Access by boat only.
- ⑨ **Bair Island Wildlife Area** (proposed) - Boundaries to be determined. Preserve heron rookery. If possible, include small park overlooking Redwood Creek. If rookery is abandoned, convert site to park.
- ⑩ **Redwood Shores** - Provide continuous public access to Bay and to Belmont, Steinberger, Smith, and Corkscrew Sloughs; include paths, beaches, small parks, and wildlife observation areas.
- ⑪ **Foster City** - Provide continuous public access to Bay and Belmont Slough, including paths, beaches, and small parks.
- ⑫ Protect and provide public access to shellfish beds offshore.
- ⑬ **Coyote Point Park** - Expand beach and marina. Some fill may be needed.
- ⑭ **Bayside Park** - Retain lagoon as open water.
- ⑮ **San Francisco Airport** - Further expansion into Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas free from tall structures and incompatible uses.

COMMISSION SUGGESTIONS

- Ⓐ Breach dikes and return area to Bay.
- Ⓑ Westpoint, Ravenswood, and Flood Sloughs - If flood control project is needed, develop controlled-level recreation lake at mouth of sloughs.
- Ⓒ Possible small-boat channel along shoreline.
- Ⓓ San Mateo - Prepare precise plan and development program for waterfront emphasizing water-oriented recreation. Some fill may be needed.
- Ⓔ Burlingame - Prepare precise plan and development program for waterfront; include continuous public access to Bay shoreline for viewing and fishing. Some fill may be needed.
- Ⓕ Develop scenic drive and riding and hiking trail along waterfront from airport to Foster City.



Plan Map 6

Central Bay South

LEGEND

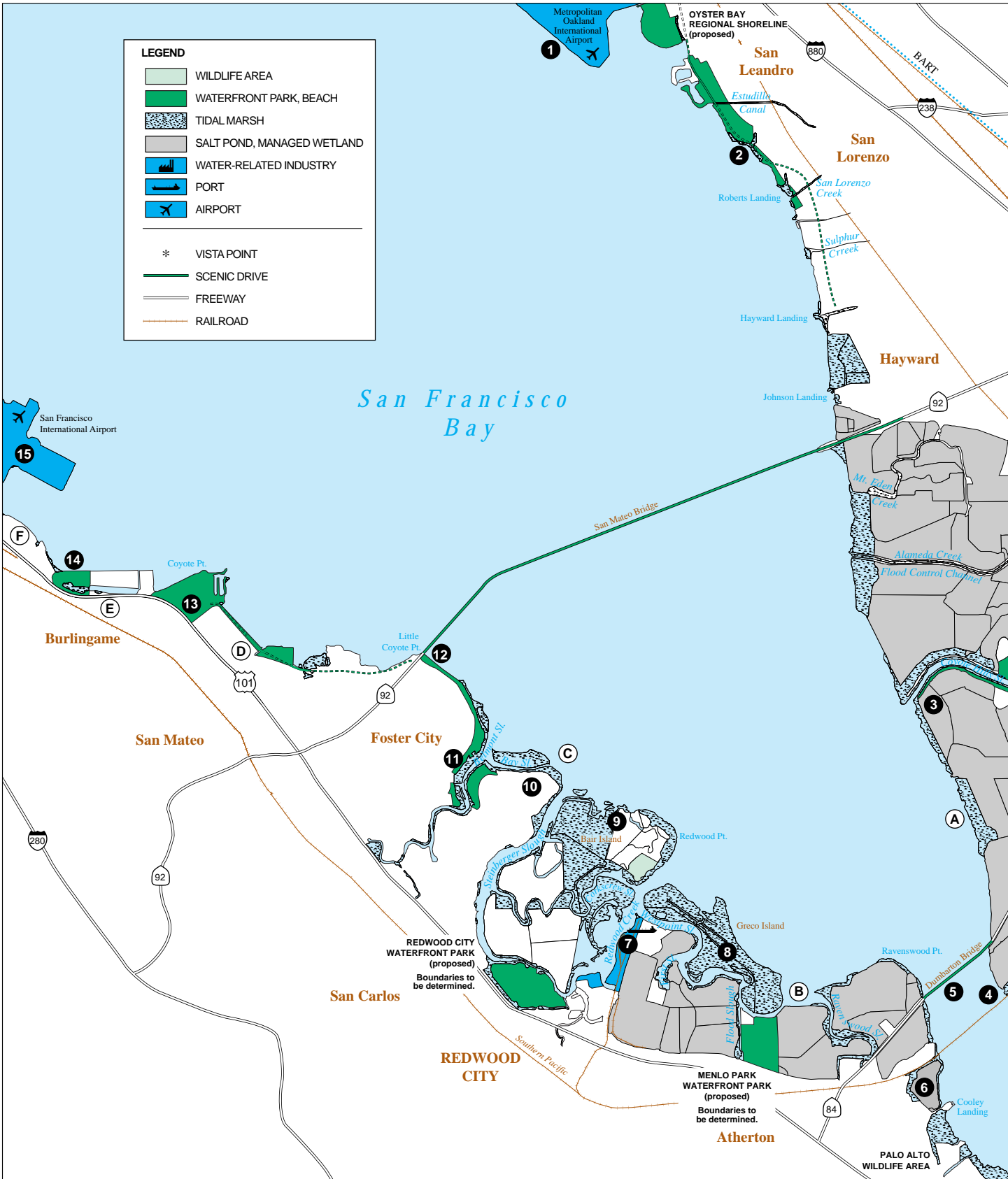
- WILDLIFE AREA
- WATERFRONT PARK, BEACH
- TIDAL MARSH
- SALT POND, MANAGED WETLAND
- WATER-RELATED INDUSTRY
- PORT
- AIRPORT

* VISTA POINT

— SCENIC DRIVE

— FREEWAY

— RAILROAD



PLAN MAP NOTES

Hayward Area Waterfront - The Hayward Area Shoreline Plan, a detailed plan for the Hayward area shoreline between the San Leandro city limits on the north and Fremont and Union City city limits on the south, was prepared by the Hayward Area Shoreline Planning Agency. The Plan, adopted by the City of Hayward, Alameda County, East Bay Regional Park District, and the Hayward Area Recreation District, provides for marsh restoration and shoreline recreation use.

Toll Plaza - Best site for toll plaza for new Dumbarton Bridge is on east shore on dry land and located so as to avoid cutting into the Coyote Hills.

Water Quality - Water at extreme south end of Bay is often polluted so as to discourage recreational use of sloughs and Bay. Greater recreational use will require improved water quality. Some improvements in the quality of water in the South Bay are now being made pursuant to requirements of the San Francisco Bay Regional Water Quality Control Board, and studies underway by wastewater dischargers will lead to further improvements. The recommendations for long-range improvements to water quality contained in the Water Quality Control Plan for the San Francisco Bay Basin, prepared by the San Francisco Bay Regional Water Quality Control Board and approved by the State Water Resources Control Board, should be followed.

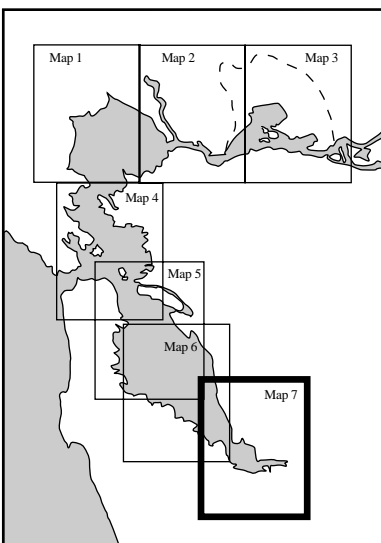
Subsidence - Area subject to possible subsidence. Construction in or near Bay should be carefully planned, taking into account effects of future subsidence.

San Francisco Bay National Wildlife Refuge - The U.S. Department of the Interior is to acquire approximately 23,000 acres of Bay, marshes, and salt ponds to be included in a national wildlife refuge. The inclusion of the salt ponds and marshes south of Coyote Hills Slough, and those between Coyote Creek and Guadalupe Slough in Santa Clara County, would be consistent with Bay Plan policies. The terms of acquisition should permit the salt ponds to continue in operation as long as desired by the owner of the ponds. Acquisition of the national wildlife refuge is strongly recommended.

Santa Clara County Shoreline - The Santa Clara County Planning Policy Committee adopted a Policy Plan for the Baylands of Santa Clara County (July 1972) which establishes conservation and development goals and policies for the Santa Clara County shoreline.

Alviso-San Jose Waterfront - Detailed planning is needed to determine most desirable waterfront design and to overcome subsidence problems. Proposals should emphasize the great recreation potential of this area.

Moffett Naval Air Station - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.



Plan Map 7

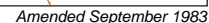
Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- ① If not needed for salt production, ponds west of Coyote Hills should be acquired as permanent wildlife area.
- ② **Dumbarton Bridge** - Design proposed high-level bridge to have slim profile and minimum supporting structure and to enable motorists to see Bay and shoreline. Approaches should provide for fishing and wildlife observation. Toll plaza site under study.
- ③ **Dumbarton Point Waterfront Park** (proposed) - Boundaries to be determined. Water-oriented uses only. Some fill may be needed.
- ④ **Newark Slough to Coyote Creek** - Protect harbor seal nursery and hauling grounds. No direct public access.
- ⑤ **Newby Island** - Provide levee access for wildlife observation.
- ⑥ **Alviso Slough** - Widen and strengthen levees for public access and occasional picnic areas. Some fill may be needed.
- ⑦ If not needed for sewage treatment purposes, oxidation ponds should be acquired as permanent wildlife area.
- ⑧ **Moffett Naval Air Station** - If and when not needed by Navy, site should be evaluated for commercial airport by regional airport system study. (Moffett NAS not within BCDC permit jurisdiction.)
- ⑨ If not needed for salt production, ponds north of Moffet Field should be reserved for possible airport expansion.
- ⑩ If not needed for salt production, ponds between Stevens Creek and Charleston Slough should be added to North County Shoreline Park Complex as recreation lakes or wildlife area.
- ⑪ **South Bay** - Preserve valuable wildlife habitat and develop recreational boating. Some fill and dredging may be needed. Parts of Bay and salt ponds may be acquired as permanent wildlife areas.
- ⑫ If not needed for salt production, pond between Cooley Landing and railroad bridge should be developed for recreational use. Expand Cooley Landing marina northward.

COMMISSION SUGGESTIONS

- Ⓐ Breach dikes and return area to Bay.
- Ⓑ Possible aquatic park.
- Ⓒ Drawbridge - Possible park.
- Ⓓ Alviso-San Jose - Prepare precise plan and development program for waterfront area. Expand boating and commercial recreation facilities, provide continuous public access to slough frontage.
- Ⓔ If not needed for salt production, deep ponds near Alviso Slough may be developed as controlled-level recreation lake. Shallow ponds near Coyote Creek have high wildlife value, should be excluded from intensive use area.
- Ⓕ Possible shallow-draft port.
- Ⓖ Westpoint, Ravenswood, and Flood Sloughs - If flood control project is needed, develop controlled-level recreation lake at mouth of sloughs.



Plan Map 8

Natural Resources of the Bay

PLAN MAP NOTES

Habitat Values - Plan map shows fish and wildlife areas rated as "high value" and "medium value" by State Department of Fish and Game. Other areas have value as habitat, but lesser value than the portions marked.

Shell Deposits - Oyster shells dredged primarily for use in manufacturing cement.

Also shown on this map are important vista points and "entrance views" (first views of the Bay from roads through passes in hills) that are intended for protection in the same manner as other view points shown on Plan Maps No. 1 - 7.

Along the shoreline in San Francisco and Marin Counties, Commission's jurisdiction extends 100 feet inland and does not include any area within the jurisdiction of the California Coastal Commission west of the line between Pt. Bonita and Pt. Lobos.

